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12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
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Hongkong 16th June 1911. [a57]

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R. 9.60	Changchun ( ) ... Ar. ... Ar.	10.25 "	"	"
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		* 6.00 "	"	Sat.
		* 1.45 p.m.	"	"

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Y 14.95	Mukden ( ) ... Ar. ... Ar.	4.00 "	"	"
Y 40.00	Dairen ( ) ... Ar. ... Ar.	11.00 "	"	"
	Shanghai ( ) ... Ar. ... Ar.	8.30 "	"	"
		11.20 a.m.	Tues.	Thurs.
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[a257]

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[a26]

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**BRITISH POLICE STATION RAIDED.****PIRATICAL ATTACK AT CHEUNG-CHAU.**

THREE INDIAN CONSTABLES KILLED:

One of the most daring outrages which has been perpetrated since the British occupation of the New Territories was committed on Monday night at Cheung-Chau, the large island about ten or twelve miles from Victoria, more popularly known as Dumb-Bell Island, a band of pirates landing in the dead of night and, armed with rifles and other weapons, attacking the practically defenceless police station, killing three Indian constables, overawing the two Chinese detectives, pillaging the station, breaking open the safe and making off with money amounting to about \$1,000 representing Government revenue from land rents and harbour dues.

The news of this daring attack was brought to Hongkong just after seven o'clock yesterday morning, when the police boat arrived from Cheung-Chau and reported that the station had been attacked overnight by a band of men which is supposed to have numbered somewhere about fifty. Immediately, a police launch was despatched to the scene, with Mr. King, Assistant Superintendent of Police, Inspector Kerr and others on board, while it is understood that another launch proceeded to Tai O, lest that place might also have suffered in the same way.

At the time of writing the details of the occurrence to hand are very meagre, but all that is known is summed up in the following statement:

The station at Cheung-Chau is only accessible after nine o'clock at night from the sea, the big Chinese door at the rear of the station being closed, it is certain that the pirates must have approached from the sea, either in a junk or in small boats. It may have been that the men had been lying there for a day or two waiting their opportunity. At any rate, it is most likely that when they made their attack they found the Indian constable doing charge-room duty sitting on the bamboo wharf which leads up to the station. The Indian sitting just outside the charge-room would have the charge-room and the interior of the station in view. Once the pirates had accounted for him, they would have the whole station completely at their mercy, as the European Sergeant and his wife (Sergeant and Mrs. Boulger) usually sleep during the summer months in a mashed up on the hill at the rear of the station, and two married Indian police occupy a mashed behind the station. As three Indian constables were found shot dead, it may be inferred that the man on duty was shot by the miscreants, who then rushed the premises. Probably the noise brought the other Indians on the scene, only to meet with the same fate, their arms being in the charge-room. The constables being disposed of, the robbers turned their attention to the safe, and, breaking it open, secured somewhere about \$1,000, money collected for harbour dues, crown rent, licences, etc. Having secured all that they wanted, they next made certain of their escape by seizing the launch which runs between the island and Hongkong and which lies overnight at Cheung-Chau, and steaming off in a direction which at the present moment is unknown. They carried with them the shroff belonging to the station.

Needless to say, when the news became known in the Colony it created a profound sensation, and great sympathy was felt for the men who had met an untimely death at the hands of these desperadoes.

The situation at Cheung-Chau, as well as the other stations on Lamma Island, is much worse than the stations on the mainland. These are in telephonic communication with the Central Police Station and can apprise the authorities in the city of any serious happening; but not so in these isolated stations. The police headquarters at Cheung-Chau were never designed for a police station, being simply some old Chinese buildings converted for the purpose. It is worth noting in this connection that the island represents one of the wealthiest stations in the New Territories, the revenue drawn by the Government amounting to over \$40,000 a year. As is known, it is the centre of a large fishing and shrimp industry and possesses one or two distilleries. Of late years the island has become popular not only among bathing and shooting parties but has developed into a missionary health resort, there being some 22 missionary houses on the Island, while this summer the Y.M.C.A. have established a holiday camp there.

The police force at Cheung Chau consists of one European sergeant, four Indian police, two Chinese detectives one interpreter and one shroff.

Later information is to the effect that at 10.30 on Monday night Cheung Chau police station was attacked from all four sides at once by a band of robbers variously estimated at 50 or more, carrying the place with an impetuous rush. The Indian constable on duty at the wharf was shot down, and the Indian sergeant who came along on hearing the noise met with a similar fate. A third Indian was encountered by the robbers, who shot him dead also. Then they seized the shroff and proceeded to smash the safe, using a big hammer. They soon got at the contents, which are believed to have been over \$1,000. The entire station was ransacked, books and other articles being scattered about, and all the revolvers and carbines, with a box of ammunition, were removed, even the revolvers being stripped from the dead Indians. Simultaneously with the attack on the station a band raided a large pawnshop and practically stripped it of all valuables, taking away jewellery and clothing and other articles to the value of \$4,000 or \$5,000. Another gang entered a grocer's shop and carried off the safe from there with its contents amounting to \$800. The raid was carried out on a most extensive scale and must have been carefully planned. The fact that these operations could be undertaken at the same time indicates that a considerable body of men must have been engaged in the attack.

The escape of Sergeant Boulger and his wife was remarkable. When the sergeant heard the noise he came down hill from the mashed, but was fired at point blank by a number of the pirates, who however missed him. Seeing that he was so hopelessly outnumbered the officer did not proceed further.

The robberies on the island itself did not exhaust the activities of the unwelcome visitors. They took possession of the launch *Lee Tuk*, which was lying alongside the *Hoi Yuen*, and disabled the engines of the latter so that she should not be able to follow. Moreover, they took the crew of the *Hoi Yuen* and placed them on board the *Lee Tuk*, the crew of this launch being battened down under hatches. The band then left the island on the *Lee Tuk* and proceeded, so it is understood, to Colowan, taking with them the shroff. About an hour's sailing distance from Colowan they deserted the launch for a junk, probably their own, which they had taken in tow. Then they released the shroff who came back on the launch *Lee Tuk*.

The Hongkong Government informed the Portuguese authorities at Macao of the occurrence and of the departure of the pirates in the direction of Colowan. It was reported that the *Janus* was ready to proceed to the locality, but apparently it was not deemed necessary to despatch her.

The pirates were well armed, having modern rifles and revolvers. During the firing which took place on the island they shot, accidentally most likely, two of their own men. The floating population was thrown into great alarm, and most of the small craft hurried from the anchorage.

The bodies of the three Indians, which were riddled with bullets, were brought to Hongkong yesterday afternoon.

**HONGKONG LEGISLATIVE COUNCIL.**

A meeting of the Legislative Council is called for to-morrow. The orders of the day are:

First reading of a Bill entitled, "An Ordinance to amend the Larceny Ordinance, 1863."

First reading of a Bill entitled, "An Ordinance for the further relief of Innkeepers."

First reading of a Bill entitled, "An Ordinance further to amend the Magistrates Ordinance, 1890."

First reading of a Bill entitled, "An Ordinance further to amend the Liquors Consolidation Ordinance, 1911."

First reading of a Bill entitled, "An Ordinance to amend the Post Office Ordinance, 1900."

First reading of a Bill entitled, "An Ordinance for effecting the final revision and amendment of the Ordinances of the Colony from 1844 to 1912 inclusive before incorporating them in the New Revised Edition of the Laws of the Colony."

Committee on the Bill entitled, "An Ordinance to make provision for the constitution of the Full Court."

Second reading of the Bill entitled, "An Ordinance to amend and consolidate the Law relating to 'Chinese Passenger Ships' as defined by the Chinese Passengers Act, 1856, and concerning Asiatic Emigrants generally."

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

\* Will not be proceeded with at this meeting.

**HAMBURG LETTER.**

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS"]

July 25th.

**THE SHIPPING TRADE.**

The report of the Verein Hamburger Rheeder (shipowners) for the year ending June 30th contains little that is really new. It confirms the general improvement in the shipping trade and the advance in rates, whilst regretting that the increase in the working expenses owing to the coal strike in Great Britain and the rise in wages everywhere have absorbed a large part of the profit. As long as the present activity lasts, and it looks as if it were going to continue for some time to come, it may not be felt so much, but in times of depression the enhanced cost of working ships will tell heavily and with the large amount of new tonnage that is being steadily turned out an over-supply of freight-room and lower rates are bound to come sooner or later.

The year under review has been a satisfactory one to the shipping trade and the outlook is still promising. The passenger traffic has remained on a par with that of the previous twelve months, without, however, reaching the figures of 1906-7, but it should be remembered that, being subject to so many outside influences, it cannot be expected to advance in the same steady manner the goods traffic has done. The recent refusal of the Imperial Government to license a new emigrant service from the port of Emden to the United States has therefore been received with satisfaction; it is alleged that to sanction competition for purely local reasons with the two great lines (the Hamburg-American and the Norddeutsche Lloyd), to whose rapid and brilliant development is due the high position Germany has attained in the maritime world, would be unpatriotic and shortsighted, and that Rhineland and Westphalia, on whose exports Emden would chiefly have to rely, produce mostly heavy goods, such as iron, steel, coal, etc., which are not shipped to the States in large quantities.

The tramp lines can for the first time for many years look back upon twelve months of prosperity, freights having been very remunerative, particularly during the first part of it; afterwards the labour trouble in Great Britain, which, besides causing an increase in the cost of fuel, condemned many steamers to idleness in British and other ports, and the political disturbances in the near East, in consequence of which many charters had to be cancelled, affected rates unfavourably.

Sailing vessels have also done better although they, too, suffered indirectly by the coal strike, having had to pay more for tugs and all work for which steam is required. There has been all along a brisk demand for sailing tonnage for coal to the east and west coasts of South America, and for homeward bound ships in the northern ports for grain, and in the Chilean ones for nitrate of soda. A lively inquiry was likewise experienced in Australia owing to the abundant crops of all kinds. A difficulty sailing vessels have to contend with is the high marine insurance premium now asked and which underwriters do not seem inclined to reduce.

The introduction of a uniform B.L. which I mentioned some time ago, is referred to with satisfaction, although some of the clauses, it is said, will require revision from a shipowner's standpoint.

The negotiations pending with regard to a new insurance policy, etc., it is stated, not progressing altogether satisfactorily, for although the association of underwriters have expressed their willingness to meet the insurers on some points, particularly on such as the Chamber of Commerce had declared to require amending, they remain obdurate on others, either refusing to make any concessions whatever or giving vague promises.

The labour troubles in the Hamburg docks are then touched upon and a comparative table of the new rates of wages and the old ones is added, into which, however, I need not enter, as I have already dealt with the subject in one of my recent despatches.

Regret is expressed at the news received, just as the report was going to press, of the Bürgerschaft having adopted the report of the Commissioners appointed to consider the proposed increase in the harbour and tonnage dues in favour of the scheme. It is all the more to be deplored, as the state of the finances of the republic are such, according to the last official statements as to require no fresh sources of revenue. It is hoped that when the bill itself comes up for discussion the economies to be effected in the administration of the quay, as recommended by the commission, will receive careful attention and an increase in the dues be deemed unnecessary.

The new navigation dues enacted by the Reichstag last autumn do not find favour with the author of the report, in spite of the important amendments admitted to have been made during the passage of the bill. One of the chief objections seems to

be the extreme limitation of the powers of the non-official members of the river conservancy boards, another of a more local nature being the further handicapping of the traffic on the river Elbe by the new impost. It is maintained that, considering the urgent necessity of further regulations of the course of the river and the advantages accruing therefrom to the port, a broader view should have been taken by the authorities and less anxiety manifested to provide for the cost beforehand.

The *Titanic* disaster and the proposals of the London conference regarding international legislation for the purpose of insuring greater safety at sea are also dealt with; then questions of the maintenance of discipline on board ship, of the jurisdiction of the German consular courts abroad, etc., and other matters of more local importance are touched upon, which, however, do not appear of sufficient general interest to find a place in sufficient columns.

**BILLS OF EXCHANGE.**

The international conference on the unification of the laws on bills of exchange which has been sitting at The Hague since June 15th was closed the day before yesterday; an agreement bearing on the introduction of an international code of laws was signed by the representatives of twenty States, amongst which were those of Germany, France, Austria-Hungary, etc. Great Britain seems to withhold its adhesion so far.

**ANGLO-GERMAN LITIGATION.**

The Chamber of Commerce of Berlin had at the suggestion of the Anglo-German section of the London Chamber caused an exhaustive exposé to be drawn up on the present mode of procedure in cases of legal actions between inhabitants of the two countries. This was published in the beginning of May, and contains a series of proposals for its simplification whilst recommending the convening of a meeting of delegates, legal and commercial, for further dealing with the subject. The Berlin Chamber has now received a communication from that of London stating that the Anglo-German section, fully approving of the exposé and the recommendations it contains, has requested them to express to the Berlin Chamber its earnest desire to co-operate with them in furtherance of the object and a wish that the two Governments may be prevailed upon to lend their support.

**THE OUTRAGE IN HONAN.****ASSEMBLY ATTACKED BY BRIGANDS.**

The Peking correspondent of the N.Y. Daily News gives the following account of the recent outrage in Honan:

After an absence of ten days, Dr. Douglas Gray has returned from Honan, whence he brings an interesting account of the extraordinary attack upon the Assembly, reported to have taken place at the end of July. Over a dozen men were dangerously wounded by revolver bullets, although strangely enough none were killed. Many were badly bruised and cut in the effort to escape the murderous fire poured upon them. All are now on a fair way to recovery, except one whom Dr. Gray has brought back to Peking for medical care.

The Honan Provincial Assembly sits at Kaifeng, the capital of the province, and, on the occasion of this exciting event over seventy members were gathered together gravely discussing affairs of state. The building is situated in a large compound, surrounded by the houses of the city, while the hall is rectangular with doors at each end. The seats are arranged lengthways facing the rostrum of the president. On the forenoon in question, the Assembly was expecting the Tutub, and when two men arrived and told the sentries at the door of the building that the great man was coming, their appearance was regarded as quite natural. Suddenly four or five men dashed in from outside, ran to one of the doors of the Assembly Hall and began firing into the midst of the members. The sentries rushed to see what the trouble was, but one of them was immediately shot, and the other wisely bolted.

Roughly, this philosophy may be translated into three words. "Blessed be snobbery!" It is as a dauntless optimist that Mr. Luther Munday proudly and frankly confesses himself a "snob by conviction."

**ADVANTAGES OF SNOBBERY.**

"What I mean is this," he said, "that I have knocked about a good deal, and I have met all sorts of folk, of all classes, from royalties to tramps, and what seems to me one of the best things in the world is the unofficial organisation that exists, particularly in English society, and finds an expression in what I may call club law."

"After all, 'snobbery' is only a bad name given for hanging purposes. To me true snobbery is a really fine thing. It gives a man ambition, it teaches him to be straight and clean, to have a cold bath every morning, to respect achievement, to face difficulties with courage, and disasters with cheerfulness, to keep his own self-esteem, and to help others to keep theirs. I would sit it down that if a man is barred as a 'rotter' at a good club, he probably is one."

"To me snobbery is just a way in which our national common sense balances the wrongs and injustices that must abound in every form of public and officialised government. Although Parliament is public enough, our country is really ruled by all sorts of unknown influences centred in the Cabinet, whose meetings are secret and unreported. In the same way a club's definite printed rules are really useless. Any law that is set down in black and white can be evaded if only a man is clever enough. But an unwritten law can never be invaded."

"Another great thing about club-law is that it can dare to be illogical. Every club worth anything must be at once a democracy and a despotism, the two blended by tact, common sense, and good heartedness—a state of affairs that can never be brought about by any cast-iron officialisation."

"BETTER THAN DOLLAR WORSHIP." "And this club-law is just the law of snobbery—the law that shuts out the bounder and the charlatan from 'good men's feasts'—by sheer man-to-man instinct, however much they keep within laws of a more definite sort. Of course, it has nothing really to do with birth, except in so far as birth generally means breeding. But taking things all round, I would much prefer our English snobbery—the reverence for the particular breed of man typified in an English gentleman—or to the dollar-worship of America or some other substitute."

"I don't think, in its essence, it need have anything to do with class. Class-hatred seems to me as needless as it is regrettable. Personally, I am not in the slightest degree ashamed of the fact that I am the son of a poor schoolmaster, that I never went to a public school or to a university, and that I have had some

**"BLESSED BE SNOBBERY."****MR. LUTHER MUNDAY AND HIS SOCIAL VIEWS.**

In a very few days from now the dovecots of society are likely to be considerably fluttered by a remarkable book from a remarkable man. One must not, of course, discount beforehand certain sincerely authentic anecdotes which will be found enlivening the pages of "A Chronicle of Friendships," as the volume is to be called.

Enough that its author is known and respected by a wider and more varied circle of distinguished friends—real friends—that possibly any living man who was not born to a fortune himself, nor achieved it, nor had it thrust upon him.

This is Mr. Luther Munday, who has been many things in his time, but can best be explained as the outer world as the creator of the modern social club. In little more than 20 years Mr. Munday has been founder, organiser, owner, chairman or on the committee of more than 40 clubs.

In connection with these he has organised no fewer than 500 social gatherings and entertainments, at which 1,200 of the most famous players and singers of the day have appeared "for love."

Whether at the famous Lyric club, which he guided through its dazzling career from 1889 onwards, or at the Green Park Club, at which he afterwards "blended the duties of Beau Nash and Mrs. Grundy," or at the present Manor House Club, which he calls his "swan-song of club organisation," there is hardly a member of our aristocracy of any activity at all who has not come across Mr. Luther Munday—and been the better for it.

**VARIED FRIENDSHIPS.**

It is significant that nearly 1,000 names of eminent folk he has personally met appear in this book of his. This is only a fraction of the real number—only those of whom he has a good story to tell. They range from Queen Victoria to Corney Grain, from Wagner and Whistler to Sandow and Chevalier, from Ruskin and Gladstone to Ada Menken, the poetess circus rider, and Arthur Robert, from Dean Church and Canon Liddon to Buffalo Bill and H. M. Stanley, from Robert Browning and Cecil Rhodes to Zola and Ouida, Barnhardt and Melba.

As a matter of fact Mr. Luther Munday has been many other things before and beside his experiences as a club manager. He has been a tramp in London, a sailor before the mast, a member of the Thames Police and the London Fire Brigade. He has been a singer in the choir of St. Paul's Cathedral and a holder of the now abolished post of chairman at a music-hall. He has been a coffee planter in Ceylon, and manager-in-chief to Sir Robert Tree and Sir Charles Wyndham. He is, in leisure moments, a sculptor and a draughtsman.

Above all, he has been, and is still, a philosopher—with a cheery, human philosophy of his own, which pervades both the book and the man. It was this philosophy that a *Daily Chronicle* representative talked over with him in the rose-grown country cottage in Berkshire, where, like a true philosopher, he has at last chosen to live, on the edge of the biggest and fairest village green, ever trodden by goos or pig.

Roughly, this philosophy may be translated into three words. "Blessed be snobbery!" It is as a dauntless optimist that Mr. Luther Munday proudly and frankly confesses himself a "snob by conviction."

"What I mean is this," he said, "that I have knocked about a good deal, and I have met all sorts of folk, of all classes, from royalties to tramps, and what seems to me one of the best things in the world is the unofficial organisation that exists, particularly in English society, and finds an expression in what I may call club law."

"Another great thing about club-law is that it can dare to be illogical. Every club worth anything must be at once a democracy and a despotism, the two blended by tact, common sense, and good heartedness—a state of affairs that can never be brought about by any cast-iron officialisation."

"BETTER THAN DOLLAR WORSHIP." "And this club-law is just

## NOTICE.

Communications respecting Advertising, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
P.O. Box, 35. Telephone No. 18.  
Telegraphic Address: PRES.  
Codes: A.B.C. 6th Ed., Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

MR. W. LOGAN having resigned his appointment with this Company as from the 15th June, 1912. We hereby give Notice that his Power of Attorney is withdrawn.  
DAVID SASSOON & CO., LTD.  
Hongkong, 20th August, 1912. [1004]

## IN THE SUPREME COURT OF HONGKONG.

## SUMMARY JURISDICTION.

In the Matter of TRADE MARKS Nos. 74, 75 and 76 of 1903,  
and  
In the Matter of the TRADE MARKS ORDINANCE, 1909.

IT IS HEREBY NOTIFIED that the FISHER FLOURING MILLS COMPANY have on the 9th day of August, 1912, applied to the Court under Section 37 of the above-mentioned Ordinance for an order that the Register of Trade Marks kept under the said Ordinance may be rectified by the removal of the marks therein registered by the CHINESE AMERICAN COMMERCIAL COMPANY for Class 42 and numbered 74, 75 and 76 of 1903 and that the application will be heard on the 24th day of August, 1912.

Dated the 20th day of August, 1912.  
DENNYS & BOWLEY,  
Solicitors for the  
FISHER FLOURING MILLS COMPANY.  
1005.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"  
Arrived Hongkong on 20th August, 1912.  
From ANTWERP, LONDON, MALTA,  
PORT SAID, SUZUZ and STRAIT.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignee will be entitled to mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODFREY and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,  
Acting Superintendent.  
Hongkong, 20th August, 1912. [1]

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1912, at the Rate of TWO POUNDS STERLING Per Share of \$125 is payable on and after MONDAY, the 19th August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
N. J. STABE,  
Chief Manager.  
Hongkong, 17th August, 1912. [1001]

## WANTED IMMEDIATELY.

A SHIP'S DOCTOR.  
Apply to—  
Box 100,  
Cars of "Daily Press" Office.  
Hongkong, 20th August, 1912. [1003]

ROYAL GEORGE HOTEL,  
ELGIN ROAD, KOWLOON.

A RESIDENTS' BAR has been specially fitted up for the use of residents in order to meet the wishes of Customers who prefer the quietness and comfort which such a bar gives in contrast to a Public Bar.

Both the Residents' and Public Bar are stocked with the best of Wines and Liquors, directly imported for our exclusive use, and this enables us to supply at the cheapest rates.

M. J. NATHAN,  
Manager.  
Kowloon, 17th August, 1912. [999]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## AUCTION

PUBLIC AUCTION.  
BY ORDER OF THE EXECUTORS  
OF THE  
WILL OF THE LATE MR. H. N. COOPER,  
THE  
VERY VALUABLE LEASEHOLD  
PROPERTIES  
Situate and being  
Nos. 2, 4, 6, 8, 10, and 12, MOSQUE STREET,  
VICTORIA, HONGKONG,  
to be sold by  
PUBLIC AUCTION  
on  
FRIDAY,  
the 30th day of August, 1912, at 12 o'clock  
NOON  
IN SIX LOTS,  
BY  
MESSRS. HUGHES & HOUGH  
Auctioneers,  
At their Auction Rooms, at No. 8  
Des Voeux Road, Central.

The Properties consist of:—  
Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and registered in the Land Office as SUB-SECTION 2 or SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUB-SECTION 1 or SECTION B of INLAND LOT No. 58. Total Area, 2,054 square feet or thereabouts.

Proportion of Crown Rent, \$4.00 per annum.

Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUB-SECTION 2 or SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUB-SECTION 1 or SECTION B of INLAND LOT No. 58. Total Area, 2,119 square feet or thereabouts.

Proportion of Crown Rent, \$1.12 per annum.

Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A of SUBSECTION 3 or SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUB-SECTION 3 of SECTION B or INLAND LOT No. 58. Total Area, 2,157 square feet or thereabouts.

Proportion of Crown Rent, \$1.13 per annum.

Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SECTION B of SUBSECTION 3 or SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUB-SECTION 4 or SECTION B of INLAND LOT No. 58. Total Area, 2,156 square feet or thereabouts.

Proportion of Crown Rent, \$1.29 per annum.

Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 or SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUB-SECTION 5 or SECTION B of INLAND LOT No. 58. Total Area, 2,169 square feet or thereabouts.

Proportion of Crown Rent, \$1.29 per annum.

Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION of SUBSECTION 3 (or THE REMAINING PORTION) or SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION of SECTION B or INLAND LOT No. 58. Total Area, 2,851 square feet or thereabouts.

Proportion of Crown Rent, \$1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners who hold for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE SALE either at the Office of MESSRS. DEACON, LOOKER & DEACON, 1, Des Voeux Road, Central, Vendors, Solicitors, or at the Office of MESSRS. HUGHES & HOUGH, The Auctioneers.

Hongkong, 7th August, 1912. [968]

## INTIMATIONS

**LANE, CRAWFORD & Co.**  
TELEPHONE 97.  
FURNITURE DEPT.

NOW SHOWING  
ALL BRASS  
ARABIAN and FOUR POST  
BEDSTEADS.  
CHAIN, BOX SPRING  
and  
HAIR MATTRESSES.  
BLACK and BRASS  
BEDSTEADS.  
TEAKWOOD BEDSTEADS.  
HOSPITAL BEDSTEADS.  
and  
CHILDREN'S COTS.

**LANE, CRAWFORD & CO.**

## FOR SALE

FOR SALE OR TO LET.  
Furnished or Unfurnished.

"L EWKNOR," No. 116, The PEAK.  
Possession October 16th, 1912.  
Full Particulars of Price or Rent can be obtained from—  
MESSRS. JOHNSON, STOKES & MASTER,  
Solicitors  
Prince's Buildings, Ice House Street.  
Hongkong, 14th August, 1912. [993]

TO BE SOLD.  
AT THE PEAK.

HOUSES and a BUILDING SITE.  
DENNYS & BOWLEY,  
Solicitors,  
2, Connaught Road Central.  
Hongkong, 13th August, 1912. [982]

BACON!

SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

THE DAIRY FARM CO. LTD.

DAIRY FARM CO. LTD.

GRACA & CO.

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS WITH CHINESE DRESSES.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be Closed at 6.30 P.M. every day, commencing from 13th August, to 13th September, for 1 Month only, owing to our Fasting Holidays.

HOOSAIN-ALI & CO.,  
No. 14, Queen's Road Central,  
Corner of Zetland Street, Hongkong.  
Hongkong, 13th August, 1912. [100]

## BANKS

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000  
RESERVE FUND ... \$1,650,000  
RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened, and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,  
Manager.  
Hongkong, 12th April, 1912. [113]

**THE MERCHANTILE BANK OF INDIA, LIMITED.**

AUTHORISED CAPITAL ... \$1,500,000  
SUBSCRIBED " ... 1,125,000  
PAID UP " ... 502,000  
RESERVE FUND ... 365,000

HEAD OFFICE:  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Howrah, Madras, Karachi, Rangoon, Colombo, Kandy, Galle, Singapore, Penang, Kota Bahru, Kelantan, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:  
MESSRS. JARDINE, MATHESON & CO., LTD.

BANKERS:  
BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents, Letters of Credit granted on Agents and Correspondents all over the world. INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,  
Manager.  
Hongkong, 29th March, 1912. [909]

**NEDERLANDSCH-INDISCHE HANDELSBANK**  
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital £15,000,000 (£1,250,000)

Paid up Capital £1,495,350 (£1,242,112)  
Reserve Fund £1,502,161.37 (£416,513)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENT: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DRAGON'S BANK,  
SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

12 months 4% per annum.  
6 months 3½% do.  
3 months 3% do.  
E. J. VAN DELDEN, Acting Manager,  
No. 8, Des Voeux Road Central.  
Hongkong, 7th August, 1912. [22]

**YOKOHAMA SPECIE BANK LIMITED.**

AUTHORISED CAPITAL ... Yen 48,000,000  
PAID-UP CAPITAL ... Yen 30,000,000  
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,  
Manager.  
9, Queen's Road,  
Hongkong, 30th July, 1912. [944]

**THE BANK OF TAIWAN, LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Swatow Tainan

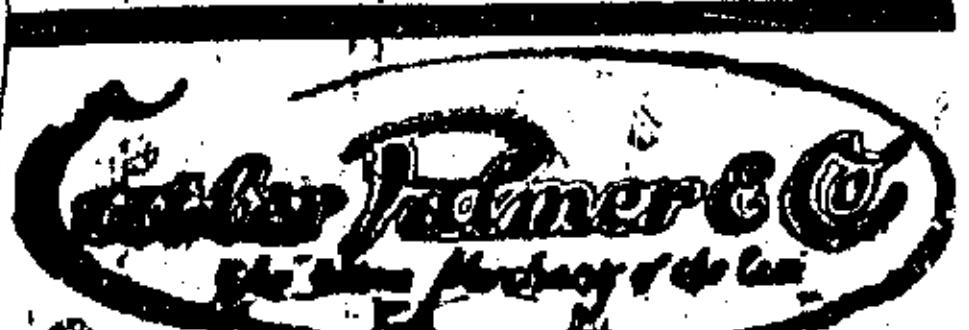
Amping Nagasaki Tamsui

Canton Osaka Yokohama

Foochow Shanghai

Kueking

HONGKONG OFFICE:  
3, Des Voeux Road.



NAPIER JOHNSTONES

"SQUARE BOTTLE"

WHISKY.

UNVALUED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN  
1745.BEWARE OF  
IMITATIONS.SOLE AGENTS IN HONGKONG  
TANE, CRAWFORD & CO.  
and from ALL WINE MERCHANTS.

[62]

鶴水汽力過士

SPARKLET SYPHON  
and a dozen bulbs you can make a dozen  
siphons of delicious Mineral Water, and the  
cost is less than if you buy factory-made  
Mineral Water. All Chemists and Stores sell  
"PEANA" SPARKLET SYPHONS AND BULBS.Price of  
SYPHON \$2 each. BULBS 90 cts. per box.

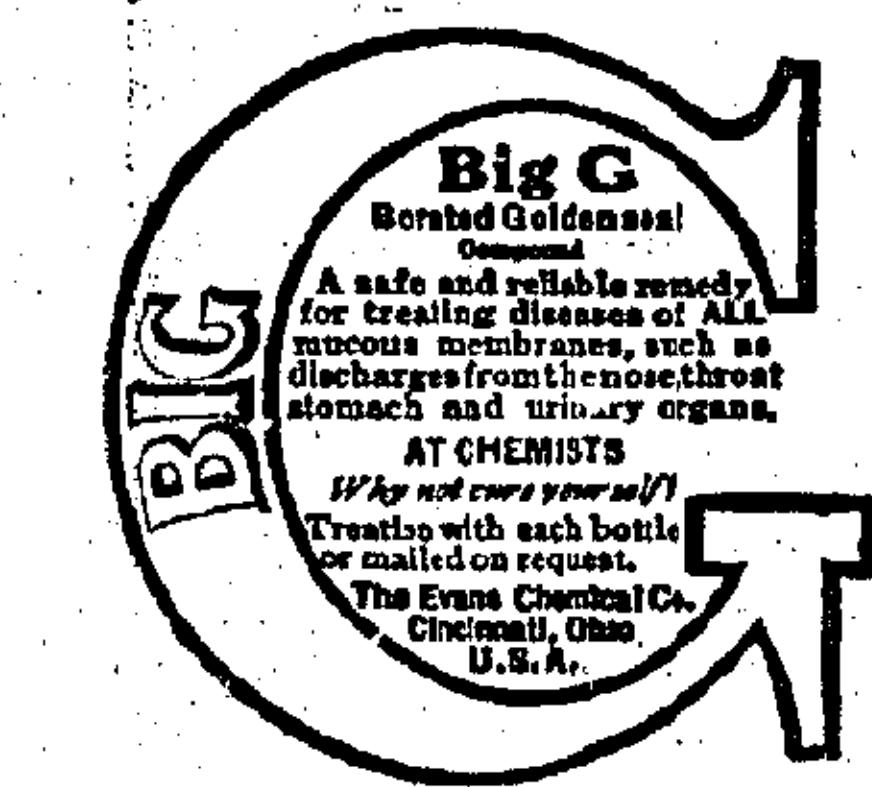
WHOLESALE PRICE:-

SYPHON per doz. .... \$16.00 F.O.B.  
BULBS per doz. boxes ... \$ 8.00 F.O.B.KWONG SANG HONG, LTD.,  
WHOLESALE AGENTS,  
246 and 248, Des Voeux Road, Central,  
HONGKONG.行發總  
行生廣港香  
公司限有

[189]

KEATING'S  
WORM TABLETS

A pure Vegetable Sweetment  
Sold in Bottles by all Druggists  
Keating's Worm Tablets furnish a most  
agreeable method of administering the  
only certain remedy for Intestinal or  
Thread Worms. Perfectly safe, mild,  
and especially adapted for children.  
To be obtained of all Druggists  
Proprietor: J. H. KEATING  
London, Eng.



**STOMALIX**  
Sal de Carton. Cures Diarrhoea and 80 per  
cent of Diseases of the Stomach and Intestines,  
pains and gripes.  
Manufacturing Agents:  
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

[86]

**THE NEW FRENCH REMEDY,**  
**THERAPION No. 1**  
CURE FOR ALL DISEASES WITHOUT INJURIES.  
**THERAPION No. 2**  
CURE FOR ALL DISEASES, BAD EYES, SKIN ERUPTIONS,  
CURE FOR ALL DISEASES, ETC., ETC.  
**THERAPION No. 3**  
CURE FOR ALL DISEASES, ETC., ETC.  
GOLD LEADING CHEMIST, PRICE IN ENGLAND £5  
SEND STAMP ADDRESS ENVELOPE  
10, HAMPTON ROAD, HAMPTON, LONDON, ENGLAND.  
A CURE FOR YOU  
TRY NEW DRUGSTORES, HAMPTON ROAD, LONDON, ENGLAND.  
LASTING CURE.  
**THERAPION**  
SEE THAT THE DRUGSTORES SUPPLY ALL GENUINE PACKETS.  
INSIST ON HAVING THERAPION.

THE REPUBLIC OF CHINA.

CONDITIONS IN CANTON.

Combating certain pessimistic comments on the outlook in China, the Peking Daily News says: "As to the mutinous movements of the troops, we know for certain that no mutiny of the soldiers has occurred in Peking other than that at the end of February last. Though there was some fighting against Wong Wo-shun and his followers in Canton, which had caused much apprehension on the part of the Hongkong Government, the trouble was soon over, and Kwangtung province is rapidly being restored to its normal condition. The fact that the province has recently contributed over a million taels towards supporting the Central Government belies the assertion that the outlook there had caused much anxiety, and the fact that the Tutuh and the Provincial Assembly in Canton willingly submitted their disputes to the arbitration of Peking and abided by its decision refutes the rumour once so persistently circulated that Kwangtung was contemplating independence, to be followed by other provinces in the south."

THE LOAN QUESTION.

On this question our Peking contemporary makes the following remarks:—Perhaps the influential group of bankers would have done well to furnish the huge loan to China without exacting from her the unbearably stringent conditions, for they would have then won the gratitude and good feeling of the Chinese by helping them in their time of need. The Times may have sounded the opinion of a section of the financiers in London who did not wish to lend China any money and would not allow others to do so, by adopting the policy, as it may be more expressively put, of "sitting on the paper." After all, the real intention of these financiers, it is believed, is to accumulate as much available money in the London and Paris markets as possible with a view to securing the contract for a big loan to Russia; they are only playing a waiting game with China.

EDUCATION PROJECTS.

A Conference on Education has recently been held at Peking. At one of the meetings a Committee submitted a report recommending the establishment of "a system of professional schools," which the Conference approved. The scheme embraces the establishment of schools of law and politics, of medical science, of pharmacy, of technology, of fine arts, of music and of foreign languages. Separate schools of medical science, of fine arts and of music are recommended for girl students, though co-education will be allowed in the above institutions at the option of their authorities. A University, it was urged, should offer courses in literature, science, law, commerce, medical science, agriculture, and industry, the first two being principal courses. An institution offering courses in literature, law and commerce or in science, medicine and agriculture will be entitled to rank as a university. Graduates of the middle schools are to be prepared for entrance into the universities to enter the university. There are articles dealing with compulsory and optional courses, the organization of managing and teaching staffs and of a council, and the provision of professorships and scholarships. The scheme was passed after much discussion.

THE NEED OF A CHINESE ALPHABET.

One of the questions discussed by the Educational Conference was the need of a Chinese alphabet, a "Bill" on the subject having been submitted by the Minister of Education. We reproduce from our Chinese contemporary in Peking the following report:—

Minister Fan Yuan-lien was present and stated his reasons for the Bill. He said that the ignorance of the Chinese was mostly due to the difficulty of their written language. Having no alphabet we have to learn the sound as well as the meaning of every word, which is a waste of time and labour. The absence of an alphabet also accounts for the variety in dialects among the masses. The same word is pronounced differently in different provinces, and the people of neighbouring cities may not understand each other in talking. Without a common spoken language, it is impossible to bring the people into close contact, and, to make a spoken language commonly understood, we must begin with the written word. The Minister requested the Conference to pay close attention to this subject. Finally, the methods of getting up a Chinese alphabet were passed as follows:—(1) In universal education the written language should be at the command of all, not the intelligent minority alone. (2) The sounds of words should be pronounced alike throughout the country. (3) To fix the sound of a word an alphabet is indispensable. (4) Scholars versed in phonetics and representative of all provincial capitals will be employed to invent or adopt a set of signs to be the alphabet. It should be simple in form and few in number. A special dictionary for using it will be published for the use of schools. The Minister further recommended the Japanese system of marking sounds by small strokes by the side of each word, to be followed by our vernacular newspapers and primary text-books, but the proposal was rejected.

PROVINCIAL OFFICIALS IN CHARGE OF  
FOREIGN AFFAIRS.

In Shansi there is at present only a Bureau for foreign affairs, the chief of which is Mr. Chang Chiu-chung, a law graduate of Japan. In Chekiang there is the Bureau for Foreign Affairs attached to the office of Tutuh. Dr. Hawking Yen, a graduate of the Columbia University, is now in charge of it.

There is only a Bureau of Foreign Affairs in Honan. In Shantung Messrs. Yang Cheng and Tsai Hsu-tung, a graduate from America, are in charge of the Foreign Affairs in the Province.

# WM. POWELL, LTD.

## "SAXONE" FOOT-JOY

FOR GENTLEMEN.

A FIT FOR EVERY FOOT

(EACH PAIR GUARANTEED).

BOOTS

\$11.00

SHOES

\$10.00

Wm. Powell, Ltd.,

SOLE AGENTS,

SAXONE SHOE CO. LTD.

[1636]

## JUNORA

WINE OF HEALTH.

is a delicate dry wine combined with the organic phosphates of lecithin-ovo and appetising herbs, which make JUNORA of exceptional value as a tonic. It enriches the blood and strengthens the nerves.

The "Lancet" says: "The presence of organic phosphates explains the claim made for this wine in regard to its value in nutrition."

## HUMPHREY TAYLOR & CO.

PROPRIETORS.

## GARNER, QUELCH & CO.,

SOLE AGENTS.

[123]

**VICHY**NATURAL MINERAL WATER  
FRENCH GOVERNMENT'S SPRINGS**VICHY CELESTINS**

in bottles and half bottles | For Kidney and Kindred troubles, bladder

trouble. — Gout. — Gravel. — Arthritis.

**VICHY GRANDE-GRILLE** For Liver trouble

and Biliousness.

**VICHY HOPITAL** For Indigestion.

REFUSE SUBSTITUTES. MENTION NAME of SPRING REQUIRED

VICHY-ETAT PREPARATIONS

VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.

VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.

VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

[54]

## BOVRIL

For Health  
and Beauty

[1032]

## The Drink for Men

—and women and children, bless them. Innocent without mawkishness, Montserrat Lime Juice is the pure product of the cultivated lime.

Supplied in two forms,  
Unsweetened, i.e.,  
Sweetened Lime Juice,  
Lime Cordial.

**MONTSERRAT  
LIME JUICE**

[391]

## NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON  
AND SINGAPORE.

THE Steamship

"GLENLOCHY,"  
Captain E. J. Shallard, having arrived from  
the above Ports, Consignees of Goods are  
hereby informed that their Goods are being  
landed at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, and stored at  
Consignees' risk and expense.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on SATURDAY, 24th inst., at 10 A.M.

All Claims must be presented within FIFTEEN  
Days of the Steamer's arrival here, after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 24th inst. will be subject  
to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO., Agents.

Hongkong, 17th August, 1912. [1002]

ON SALE  
AT THEHONGKONG DAILY PRESS  
OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW

"WITH DOG AND GUN IN THE  
NEW TERRITORY."Being the Series of Articles contributed  
to the "HONGKONG DAILY PRESS".

Sportman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong 29th October, 1910.

## APIOLINE

(CHAPOTEAUT)



LADIES' SAFETY

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.Prescribed by the highest French  
Medical authorities and superior to  
Tansy, Steel Drops and Penny Royal.

CHAPOTEAUT, 8, rue Viviane, Paris.

Sold by a. Chemists.

[113-3]

## WEATHER REPORT.

On the 20th at 11:35 a.m.—Pressure has further increased over N. Japan, which is now covered by a well marked high.

The depression which was central over the S. Looos, etc. yesterday has travelled northward; apparently it has not deepened.

A depression has formed in the neighbourhood of Weihaiwei.

Light or variable winds are indicated along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

## DISTRICT FORECAST.

\* Hongkong & Neighbourhood

Formosa Channel ... (S.W. winds, moderate).

South coast of China between Hongkong and Lamocka. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

\* Light or variable winds, rainy and misty, improving later.

## CHINA COAST METEOROLOGICAL REGISTER.

20TH AUGUST, A.M.

Station.	Hour.	Beacons.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.
Vlpostok	7 a. m.	30.00	62	70	N	2	o	
Nomuro	6 a. m.	30.04	—	S	E	1	—	
Habotoku	—	29.89	—	S	W	2	—	
Takio	—	29.89	—	NW	W	2	—	
Kochi	—	29.84	—	S	W	1	—	
Nagasaki	—	29.76	—	SW	S	1	—	
Kagoshima	—	29.78	—	E	NE	3	—	
Okinawa	—	29.78	—	S	SW	1	—	
Niki	—	29.71	—	SW	W	1	—	
Ishigima	—	29.70	—	S	W	1	—	
Bonin Is.	—	29.87	—	NW	W	1	—	
Chitose	—	29.65	65	NNW	W	8	over	
Wahaiwei	—	29.71	—	—	—	—	—	
Hankow	—	29.74	—	—	—	—	—	
Kiuking	—	29.74	—	—	—	—	—	
Shanghai	—	29.72	70	95	NNW	2	bm	
Gutzlaff	—	29.75	73	NW	4	cv		
Sharp Peak	7 a. m.	29.74	81	E	NE	3	—	
Amoy	6 a. m.	29.82	79	87	E	0	o	
Swatow	—	—	—	—	—	—	—	
Taihoku	5 a. m.	29.71	—	—	—	—	—	
Taihu	—	29.74	—	—	—	—	—	
Taiwan	—	29.74	—	S	W	2	—	
Keshun	—	29.74	—	N	W	4	—	
Pescadores	—	29.72	—	SW	W	2	—	
Canton	9 a. m.	29.79	82	75	N	2	—	
Hongkong	6 a. m.	29.75	79	90	—	—	—	
Vict Peak	7 a. m.	—	—	NNW	1	—	—	
Gap Rock	6 a. m.	29.73	—	NW	1	op		
Macao	—	29.69	76	—	—	—	—	
Wuchow	9 a. m.	—	—	—	—	—	—	
Hoichow	—	—	—	—	—	—	—	
Pakhoi	—	—	—	—	—	—	—	
Julian	—	29.76	79	NNW	2	—	—	
Tourane	—	29.76	84	W	2	b		
C St James	—	29.88	77	—	—	—	—	
Aparsi	—	29.77	—	S	W	2	—	
Manila	—	29.81	—	N	W	2	—	
Legaspi	—	29.81	—	—	—	—	—	
Bolito	9 a. m.	29.83	32	SW	W	1	b	
Iloilo	—	29.90	84	—	—	—	—	
Cebu	—	29.91	74	—	—	—	—	
Lubuan	—	—	—	—	—	—	—	

T. F. CLAXTON, Director.  
Hongkong Observatory, August 20th, 1912.  
1. Barometers, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2. TEMPERATURE, in the shade, in degrees Fahrenheit.  
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4. DIRECTION AND WIND, two points.  
5. POWER OF WIND, from Beaufort Scale.  
6. STATE OF WEATHER, b blue sky, d obscured cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).  
7. RAIN IN INCHES, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 20th

Previous On Date On Date	Day	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.70	29.75	29.75	
Temperature	78	79	78	
Humidity	66	90	86	
Wind Direction	West	—	West	
Wind Force	2	0	1	
Weather	—	—	—	
Rain	—	—	—	
Highest open air Temperature on 19th...89				
Lowest open air Temperature on 19th...73				

## HONGKONG TIDE TABLE.

From 21st to 27th August, 1912.

## HIGH WATER. LOW WATER.

Day	Month	High Water	Hongkong Mean Tide Time	Low Water
Wed.	21	b. m. 3' 22	ft. in. 5 8	ft. in. 2 4
Thurs.	22	No infex. high nor low.	water	
Fri.	23	4' 29	6 0	4' 44 a. m.
Satur.	24	No infex. high nor low.	water	
Sun.	25	9' 42	4 3	11' 56 a. m. 4 2
Mon.	26	9' 50	6 8	2' 43 a. m. 1 2
Tues.	27	7' 15	7 1	1' 33 a. m. 3 5
		10' 0	4 5	3' 10 a. m. 1 0
		6' 37	7 3	2' 12 a. m. 3 5
		10' 8	4 7	3' 40 a. m. 1 0

## ON SALE.

BOUNDED VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1911. With INDEX. Price \$7.50.  
On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong. 26th March, 1912.

## SHIPPING IN PORT.

STEAMERS.  
BENALDER, British str., 1,059, J. H. Mason, 17th Aug.—London & Straits Ports 11th August, General.—Gibb, Livingston & Co.

CHENAN, British str., 1,340, W. L. Jones, 19th August—Shanghai 13th August, General.—Butterfield & Swire.

DEMOEURS, British str., 4,260, J. A. Davies, 19th August—Shanghai 17th August, General.—Butterfield & Swire.

DEVAWONG, German str., 1,057, E. Gathemann, 15th August—Bangkok and Swatow 14th August, General.

DILAWRA, British str., 3,602, W. J. Bishop, 16th August—Kobe 9th August, General.—David Sasoon & Co.

EMPEROR OF INDIA, British str., 5,940, E. Boethman, 15th August—Vancouver 24th July, General.—Canadian Pacific Railway Co.

GLENROY, British str., 4,001, H. W. Holman, 19th August—Shanghai 15th August, Beans—Shewan, Tomes & Co.

HOPSON, British str., 1,259, J. Hay, 17th August—Sourabaya 9th August, General.—Jardine, Matheson & Co.

HUICHOW, British str., 1,270, G. Hooker, 18th August—Tientsin 10th August, General.—Butterfield & Swire.

HUFER, British str., 1,203, A. Tucker, 10th August—Shanghai 6th August, General.—Butterfield & Swire.

JELUNGA, British str., 3,361, D. MacFadyen, 14th August—Calcutta 27th July, General.—David Sasoon & Co.

KWANGLEE, Chinese str., 1,468, J. McArthur, 18th August—Shanghai 14th August, General.—Chineses.

KWONSAM, British str., 1,424, W. F. Bidwell, 16th August—Swatow 18th August, General.—Jardine, Matheson & Co.

LAKHES, British str., 1,210, C. Page, 16th August—Saigon 18th August, Rice and General.—Chineses.

LANDERSCHEFF, German str., 1,012, O. Brugor, 17th August—Bangkok via Swatow 8th August, Rice—Order.

LOONGSAM, British str., 1,093, W. G. Leask, 16th August—Manila 13th August, General.—Jardine, Matheson & Co.

LONG DEREY, British str., 2,461, W. H. Fellows, 18th August—Manila 16th August, General.—Bank Line, Ltd.

LYSEMOON, German str., 1,238, Hellhoff, 13th August—Saigon 9th August, General.—Order.

MARIA, British str., 1,274, J. Hill, 16th August—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.

PRINZ SIGISMUND, German str., 3,302, J. Lenz, 18th August—Sydney 27th August, General.—Mellchers & Co.

PRASIA, British str., 2,744, J. Hill, 16th August, General.—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.

REDAZ, British str., 2,744, J. Hill, 16th August—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.

SHILOH, British str., 2,744, J. Hill, 16th August—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.

SIMSON & CO., British str., 2,744, J. Hill, 16th August—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.

SIMSON & CO., British str., 2,744, J. Hill, 16th August—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.</p

## GOING HOME.

A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY

## WHY NOT?

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

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STEAMERS	TONS	STARTING	1912
PERSIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
MONGOLIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY,	23rd Oct., at 1 P.M.
PERSIA	9,000	TUESDAY,	12th Nov., at 1 P.M.

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KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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32

REGULAR SERVICE FROM HONGKONG TO  
VICTORIA, VANCOUVER,  
B.C., SEATTLE &  
TACOMA.  
VIA

SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"ORTERIC"	On 17th Sept.
"STEAMER"	On 19th Oct.
"LORD CURZON"	On 20th Nov.
"LORD DERBY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMoy and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
TELEPHONE NO. 780. KING'S BUILDING, Frys Central

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS  
TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

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MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and further Particulars, apply to—

THE BANK LINE, LIMITED,  
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[4243-44]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 21ST AUGUST, 1912.

8 a.m. "HEUNGSHAN," 3 a.m. "HONAM."

10 p.m. "FATSHAN," 5 p.m. "KINSHAN."

THURSDAY, 22ND AUGUST, 1912.

8 a.m. "HONAM," 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN," 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUITAI," Tons 1651. | S.S. "SUPLAN," Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 25TH AUGUST.

The Company's Steamship "SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOISIANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 582 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trip take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government,  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZU AND PORT SAID.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN

TO SHANGHAI.

S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, £6 1st, £2 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Stateroom Passengers.

No surtax, no tips, no inside Cabin excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE,  
VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KALAKA, ADEN, SUZU AND PORT SAID.

S.S. "VOEWAAERTS," 12,900 tons, will leave as above on 1st September.

TO YOKOHAMA, KOBE VIA SHANGHAI.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Hongkong, 2nd August, 1912. [155]

Princes Building.

40.

SWEDISH EAST ASIATIC  
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 21st Aug.

KOBE AND MOJI ... "JAPAN" ... 9,000 ... About 15th Sept.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO., LTD.

YORK BUILDINGS, TOP FLOOR.

40.

TOYO KISEN KAISHA.

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyer—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.

S.S. CHIYO MARU... 21,000 tons.

S.S. SHINYO MARU... 21,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and

free newspaper containing World's happenings by wireless.

Convenient connections at Chicago with trains for New York Transatlantic Steamers

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER-STREET, YOKOHAMA,

## SHIPPING

## ARRIVALS

BARON CAVDOR, British str., 2,764; J. G. Fullerton, 10th August—Yokohama 12th August, General—Gilmour & Co. Carl Diederichsen, German str., 774, Ch. Jürgenssen, 20th August—Hollow 19th August, General—Johsen & Co. Ceylon, British str., 2,037, A. S. A. Baker, 20th August—London 9th July, General—P. & O. S. N. Co. Chipshiro, British str., 1,100, Frank Mooney, 20th August—Tientsin 12th August, General—Jardine, Matheson & Co. Chouing, German str., 1,021, J. Bruhn, 20th August—Hongay 18th August, Coal—Butterfield & Swire. Haifuku Maru, Japanese str., 1,903, Matsushima, 20th August—Moji 14th August, Coal—Mitsui Bussan Kaisha. Hadim, British str., 615, Evans, 20th August—Swatow 19th August, General—Douglas, Lippmann & Co. Hongkong, French str., 730, A. Corneling sen, 20th August—Haiphong 17th August, General—A. R. Marti. Bortfeld, German str., 5,116, J. Bortfeld, 20th August—Yokohama 10th August, General—Möchers & Co. Mutter, British str., 4,644, H. Carey, 10th August—Rangoon and Straits 4th August, General—Jardine, Matheson & Co. Suibana, British str., 1,730, 20th August—Batavia 11th August, Sugat—Jardine, Matheson & Co. Tjindas, Dutch str., 2,903, H. H. Kress, 20th August—Macassar 10th August, Sugar—Java-China-Japan Line. Wingpan, British str., 1,312, Lishman, 20th August—Manila 17th August, General—Jardine, Matheson & Co.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
August 20th.  
DEMODOCUS, British str., for Straits.  
Lutzow, German str., for Europe.  
MICHAEL JESEN, German str., for Pakhoi.  
Mutter, British str., for Yokohama.  
P. Sionsmund, German str., for Sydney.  
Soushi Maru, Japanese str., for Swatow.

## DEPARTURES

August 20th.  
Gometsa, British str., for Singapore.  
Glenloch, British str., for Yokohama.  
Haivang, British str., for Swatow.  
Hanoi, French str., for Haiphong.  
Kostroma, Russian str., for Nagasaki.  
Kwongsang, British str., for Canton.  
Locksen, German str., for Bangkok.  
Machao, British str., for Yokohama.  
Sian, British str., for Haiphong.  
Tean, British str., for Manila.  
Tenyo Maru, Japanese str., for Shanghai.  
Ulv, Norwegian str., for Shanghai.

## PASSENGERS

ARRIVED.  
Per *Hawkins*, from Manila, Messrs. Pitts and Martin, Albert Lewis and James Wright.  
Per *Luton*, for Hongkong, from Yokohama, Mr. J. McDonald; from Nagasaki, Mrs. Captain, Miss Carmen Voss; from Shanghai, Miss Byran Moore, Mr. R. J. Hannah, Mr. Chester and son, Mr. H. Schmidt; Mr. and Mrs. A. Nilson, Mr. S. Along, Mr. R. H. Hill and Mr. S. C. Mas.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P.M. str. *Korea*, carrying the American mail, was to leave Yokohama for this port via Kobe, Nagasaki and Manila on the 10th August, between 10 a.m. and noon.

The P.M. str. *Nigeria* left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on the 10th August.

THE AUSTRALIAN MAIL.  
The E. & A. str. *Empire* left Port Darwin on the 17th August, for this port (via Timor and Manila).

THE FRENCH MAIL.  
The M.M. str. *Cédron*, which was scheduled to arrive here on Monday, did not leave Saigon until 7.30 a.m. on Monday, and will consequently arrive in Hongkong on the 22nd August, at daylight, and will probably sail for Shanghai, the same date.

THE GERMAN MAIL.  
The I.G.M. str. *Prinz Eulenburg*, carrying the German mails with dates from Berlin of the 24th July, left Singapore on the 18th August, at 8 a.m. and may be expected here on or about the 22nd August, at 8 a.m.

THE CANADIAN MAIL.  
The C.P.R. Co.'s R. M. S. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on Wednesday (the 14th August, at a.m.).

THE INDIAN MAIL.  
The str. *Japan*, from Calcutta, left Singapore on the 18th August, and may be expected here on or about 23rd August, a.m.

## MERCHANT SHIPS.

The H.A.L. str. *Pine* left Singapore on the 16th August, p.m., and may be expected here on or about the 22nd August, a.m.

The Barber Line str. *Saint Patrick* left New York on the 29th July, for Hongkong and Far East via the Straits.

The str. *Glenburg* passed the Suez Canal on the 8th August for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
Nansung, from Calcutta, is due in Straits and Hongkong 28th August.  
Fathong, from Calcutta, is due in Straits and Hongkong 1st September.

## SHIP LINE.

*Den of Glanis*, from London, is due in Hongkong 2nd September.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

## SECTIONS.

1. FROM Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to Esq Point
DESTINATION	VESSEL & NAMES	PLACE & DATE	NAME & DATE
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	R. E. Shore
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	P. & O. S. N. Co.
LONDON, VIA URUGUAY PORTS OF CALL	ASARAY	Brit. str.	JARDINE, MATHESON & CO., LTD.
HAVRE & HAMBURG, &c.	GOLDFELD	Ger. str.	P. & O. S. N. Co.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Ger. str.	Diedrichsen
HAVRE, BREMEN & HAMBURG, &c.	SEVILLA	Ger. str.	Girstenbrügge
HAVRE & HAMBURG, &c.	O. J. D. AHLLERS	Ger. str.	Rassau
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	Froehlichs
MARSEILLE, HAVRE, HAMBURG & ANTWERP, &c.	PRINSSEN	Ger. str.	A. E. Moes
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	IBARA MARU	Jap. str.	Bahle
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CHICAGO MARU	Jap. str.	S. Tomiaga
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &c.	CANADA MARU	Brit. str.	J. Bortfeldt
VICTORIA, VANCOUVER, B.C. SEATTLE & TACOMA, &c.	OTTER	Ger. str.	J. McGregor
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	GLENLOGAN	Brit. str.	Melchers & Co.
NAPLES & ANTWERP	VORKWEERTS	Ams. str.	SHINWAN, TOME'S & CO.
AFRICA	ATHOLL	Brit. str.	SANDER, WHILDE & CO.
AMERICA	INVERCLYDE	Am. str.	DOODWELL & CO., LTD.
AMERICA	DAECE CASTLE	Brit. str.	SHEWAN, TOME'S & CO.
EMPEROR OF INDIA	MONTENAIGLE	Brit. str.	HAMBURG-AMERICA LINIE
PESSOA	PESSOA	Am. str.	DODWELL & CO., LTD.
SHINO MARU	SHINO MARU	Jap. str.	CANADIAN PACIFIC R. CO.
KOREA	AIDENHAM	Brit. str.	PACIFIC MAIL S. CO.
CHANGSHA	NIKKEI MARU	Jap. str.	TOTO, KAISHA
NIKKEI SUGIMUND	PRINZ SIEGMUND	Ger. str.	PACIFIC MAIL S. CO.
DUNERIC	BUVO MARU	Jap. str.	NIKON YUSEN KAISHA
MUTTRA	MUTTRA	Brit. str.	MELCHERS & CO.
AUSTRIA	JAPAN	Am. str.	THE BANK LINE LIMITED
HITACHI MARU	KUMANO MARU	Jap. str.	TOYO KISEN KAISHA
TIJEBOA	CHIPEMING	Brit. str.	JARDINE, MATHESON & CO., LTD.
HUICHOW	WINGSONG	Brit. str.	DAVID SABSON & CO., LTD.
TSINGTAO, CHEFOO & NEWCHWANG	TSINGTAO	Brit. str.	NIKON YUSEN KAISHA
HOKKAIDO, YOKOHAMA, KOBE & YOKOHAMA	HOKKAIDO	Am. str.	NIKON YUSEN KAISHA
SHANGHAI, TSINGTAO, KOBE & YOKOHAMA	SHANGHAI	Dut. str.	JAVA-CHINA-JAPAN LINIE
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	JARDINE, MATHESON & CO., LTD.
SHANGHAI	SHANGHAI	Brit. str.	ARTHUR NILSSON & CO.
SHANGHAI	SHANGHAI	Brit. str.	BUTTERFIELD & SWIRE
SHANGHAI	SHANGHAI	Brit. str.	P. & O. S. N. CO.
SHANGHAI	SHANGHAI	Brit. str.	MELCHERS & CO.
SHANGHAI	SHANGHAI	Brit. str.	HAMBURG-AMERICA LINIE
SHANGHAI	SHANGHAI	Brit. str.	BUTTERFIELD & SWIRE
SHANGHAI	SHANGHAI	Brit. str.	JARDINE, MATHESON & CO., LTD.
SHANGHAI	SHANGHAI	Brit. str.	ARTHUR NILSSON & CO.
SHANGHAI	SHANGHAI	Brit. str.	ON 23RD INST.
SHANGHAI	SHANGHAI	Brit. str.	ON 25TH INST.
SHANGHAI	SHANGHAI	Brit. str.	ON 27TH INST.
SHANGHAI	SHANGHAI	Brit. str.	ON 29TH INST.
SHANGHAI	SHANGHAI	Brit. str.	ON 31ST INST.
SHANGHAI	SHANGHAI	Brit. str.	ON 1ST SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 3RD SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 5TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 12TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 5TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 26TH INST.
SHANGHAI	SHANGHAI	Brit. str.	ON 16TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 18TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 20TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 22ND SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 24TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 26TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 28TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 30TH SEPT.
SHANGHAI	SHANGHAI	Brit. str.	ON 1ST OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 3RD OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 5TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 7TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 9TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 11TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 13TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 15TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 17TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 19TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 21ST OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 23RD OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 25TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 27TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 29TH OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 31ST OCT.
SHANGHAI	SHANGHAI	Brit. str.	ON 1ST NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 3RD NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 5TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 7TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 9TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 11TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 13TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 15TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 17TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 19TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 21ST NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 23RD NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 25TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 27TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 29TH NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 31ST NOV.
SHANGHAI	SHANGHAI	Brit. str.	ON 1ST DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 3RD DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 5TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 7TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 9TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 11TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 13TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 15TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 17TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 19TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 21ST DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 23RD DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 25TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 27TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 29TH DEC.
SHANGHAI	SHANGHAI	Brit. str.	ON 31

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, HANOW, MOJI, KOBE & YOKOHAMA	CEYLON, INDIA, CANDIA, PALMA	21st Aug.	Freight only.
LONDON AND ANTWERP VIA SINGAPORE, PORT SAID AND MAESEILLE	CAPT. A. E. A. Baker, Capt. R. E. Shone	23rd Aug.	Freight only.
SHANGHAI	INDIA, CAPT. G. W. Gordon, E.N.R.	29th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA AND YOKOHAMA	CAPT. H. W. A. Clark, E.N.R.	30th Aug.	Freight only.
LONDON VIA USUAL PORTS	ASSAYE, OF CALM, CAPT. G. W. Cookman, E.N.R.	31st Aug.	Sea Special Advertisement.

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 21st August, 1912.

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 21st Aug., 8 A.M.
MOIHOW & HAIPHONG	"SUNGKUANG"	On 22nd Aug., 8 A.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 22nd Aug., Noon.
SHANGHAI	"CHENAN"	On 22nd Aug., 4 P.M.
NINGPO & SHANGHAI	"HANGCHOW"	On 23rd Aug., 4 P.M.
SHANGHAI	"LINAN"	On 24th Aug., Night.
SAMARANG & SURABAYA	"TIENTSIN"	On 26th Aug., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 27th Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 29th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 31st Aug., Night.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

FOR	STEAMERS	TO SAIL
MALINA ZAMBOANGA, THURS.	"SINGAN"	On 21st Aug., 8 A.M.
DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, MELBOURNE	"CHANGSHA"	On 28th Aug., 4 P.M.
BRISBANE, SYDNEY &		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fan in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "ORINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES: SINGLE \$45..... RETURN \$75.

NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to: DOUGLAS, LAPBAIK & CO., AGENTS. Hongkong, 21st August, 1912. TELEPHONE 36.

AGENTS.

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**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW**

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. O. Passmore ...	FRIDAY, 23rd Aug., at 11 A.M.
"HAITAN" ...	Capt. J. S. Roach ...	TUESDAY, 27th Aug., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... WED'DAY, 21st Aug., at 11 A.M.

Sunday, 25th Aug., at 10 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPBAIK & CO., GENERAL MANAGERS.

Hongkong, 20th August, 1912.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM ...	On 23rd Aug.	On 23rd Aug., Noon.
EMPIRE ...	On 23rd Aug.	On 14th Sept., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor, and Stewards, are carried. For further particulars apply to

GIBB, LIVINGSTON & CO., AGENTS.

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**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH DEUTSCHE DAMPFSSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR HARBOR, KOBE & YOKOHAMA:	FOR HARBOR, HAVRE & HAMBURG:
S.S. PISA ...	S.S. GOLDENEIS ...
23rd August.	1st Sept.
S.S. O. J. D. AHLERS ...	S.S. BRIGAVIA ...
28th August.	5th Sept.
S.S. C. FERD. LAEISZ 13th Sept.	FOR HARBOR, BREMEN & HAMBURG:
B.S. ARCADIA ...	S.S. SUEVIA ...
24th Sept.	12th Sept.
S.S. SCANDIA ...	FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:
10th Oct.	S.S. PREU-SEN ...
For Further Particulars, apply to—	16th Sept.
HAMBURG-AMERIKA LINIE,	S.S. O. J. D. AHLERS
Hongkong Office.	5th Oct.

Hongkong, 19th August, 1912.

**TOYO KISEN KAISHA.**

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU AND TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

**"NIPPON MARU."**

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, TOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—  
BUYO MARU, HONGKONG MARU AND KYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU ...	10,500 ...	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000 ...	TUESDAY, 3rd Dec., at Noon.
KYO MARU ...	17,500 ...	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULATE SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MOHIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

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## T.EPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:  
\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS. TEL. NO. 960.

Hongkong, 16th August, 1912.

## COMMERCIAL

### CLOSING QUOTATIONS.

August 20th.

ON LONDON.—	Telegraphic Transfer .....	1413
	Bank Bills, on demand .....	2-
	Bank Bills, at 30 days' sight .....	2-
	Bank Bills, at 4 months' sight .....	2-
	Credits, at 4 months' sight .....	2-
	Documentary Bills, 4 months' sight .....	2-
ON PARIS.—	Bank Bills, on demand .....	252
	Credits, at 4 months' sight .....	252
ON GERMANY.—	Export 000,15	205
	On demand .....	205
ON NEW YORK.—	Bank Bills, on demand .....	149
	Credits, at 60 days' sight .....	149
ON BOHEMIA.—	Telegraphic Transfer .....	1492
	Bank, on demand .....	1492
ON CALCUTTA.—	Telegraphic Transfer .....	1494
	Bank, on demand .....	1494
ON SHANGHAI.—	Bank, at sight .....	73
	Private, 30 days' sight .....	74
ON YOKOHAMA.—	On demand .....	93
ON MANILA.—	On demand—Pesos—	93
ON SINGAPORE.—	On demand .....	85
ON BATAVIA.—	On demand .....	120
ON HAIPHONG.—	On demand .....	174 p.m.
ON SAIGON.—	On demand .....	75
ON BANGKOK.—	On demand .....	75
SOVEREIGN, Bank's Buying Rate .....	19.95	
GOLD LEAF, 100 fine, per tael .....	\$52.00	
BAB SILVER, per oz. ....	28	

### SUBSIDIARY COINS

	per cent
Chinese .....	20 cents pieces.....
Chinese .....	10 " .....
Hongkong .....	20 " .....
Hongkong .....	10 " .....

LONDON	DATE	SHANGHAI
July 31st.	August 17th.	
August 3rd.	August 10th.	

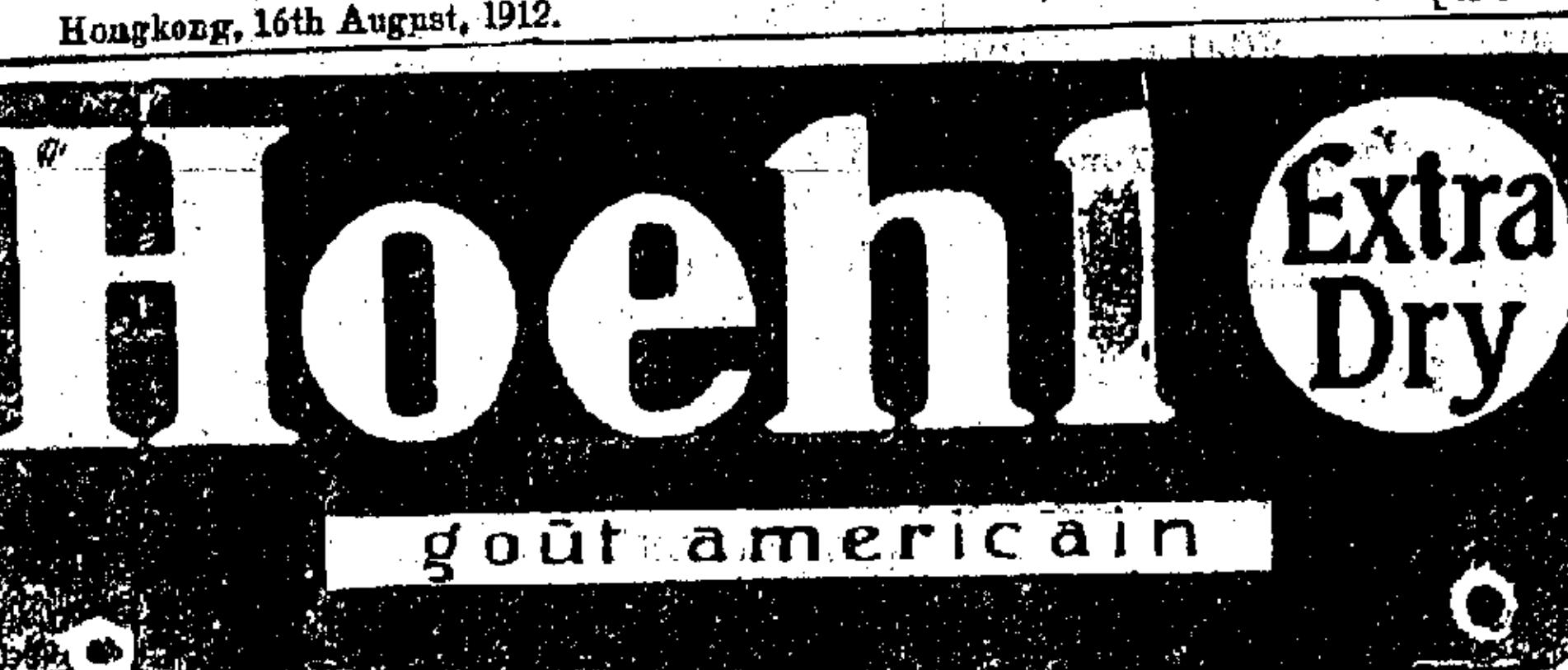
## "THREE CASTLES" CIGARETTES.

WE COULD MAKE THEM CHEAPER,  
BUT WE WON'T.

WE WOULD MAKE THEM BETTER,  
BUT WE CAN'T.

W. D. & H. O. WILLS.  
BRISTOL & LONDON.

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OBTAIABLE FROM  
**THE SINCERE CO., LTD.**  
SUB-AGENT FOR HONGKONG.

Hongkong, 16th August, 1912.

### POST OFFICE NOTICE

\* \* \* Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Letter, with the Siberian Mail, is due to arrive here to-morrow.

The *Princely Mail*, with the German Mail, left Singapore on Sunday, the 18th inst., at 8 a.m., and may be expected here to-morrow, at 8 a.m.

FOR	PER	DATE
Swatow, Amoy, and Foomia via Auping	Sousu Maru	Wednesday, 21st, 9.00 A.M.
Swatow	Landrat Schieff	Wednesday, 21st, 9.00 A.M.
Japan via Yokohama	Muttra	Wednesday, 21st, 10.00 A.M.
Hollow and Pakhoi	Michael Jobson	Wednesday, 21st, 10.00 A.M.
Shanghai, North China and Japan via Moji	Ceylon	Wednesday, 21st, 10.00 A.M.
Swatow	Hainan	Wednesday, 21st, 10.00 A.M.
STRaits, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES (Late Letters 11 to 11.30 A.M. Extra postage 10 cents)	Printed Matter and Samples .....	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Registration .....	10.15 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.)
Straits and India via Calcutta	Diluvra	Wednesday, 21st, 11.00 A.M.
Macau	Sui Tai	Wednesday, 21st, 11.15 P.M.
Philippine Islands	Sundarjung	Wednesday, 21st, 5.00 P.M.
Weihaiwei and Tientsin	Huichang	Thursday, 22nd, 11.00 A.M.
Macau	Sui Tai	Thursday, 22nd, 11.15 P.M.
Philippine Islands	Zafiro	Thursday, 22nd, 3.00 P.M.
Shanghai and North China	Chenan	Thursday, 22nd, 3.00 P.M.
Shanghai and North China	Tyldesley	Thursday, 22nd, 3.00 P.M.
Straits and Ceylon	Dandia	Thursday, 22nd, 5.00 P.M.
Japan via Yokohama	Tyldesley	Thursday, 22nd, 5.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN via NAGASAKI (EUROPE VIA SIBERIA)	Prin: Ludwig	Thursday, 22nd, 5.00 P.M.
Swatow, Amoy and Foochow	Hatching	Friday, 23rd, 10.00 A.M.
Macau	Sui Tai	Friday, 23rd, 11.15 P.M.
Ningpo, Shanghai and North China	Hangchow	Friday, 23rd, 3.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand .....	Aldenham	Saturday, 24th, 10.00 A.M.
Straits and Sarawak	Chunjang	Saturday, 24th, 11.00 A.M.
Daloray Bay, Durban, Port Elizabeth, East London, Mossel Bay and Cape Town	Baron Cadovor	Saturday, 24th, 11.00 A.M.
Philippine Islands	Wingkang	Saturday, 24th, 11.00 A.M.
Macau	Loongkang	Saturday, 24th, 1.00 P.M.
Shanghai and North China	Sui Tai	Saturday, 24th, 1.15 P.M.
Shanghai and North China	Kiongkang	Saturday, 24th, 5.00 P.M.
Swatow	Linau	Saturday, 24th, 5.00 P.M.
SWATOW, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA, CANADA via VANCOUVER and UNITED KINGDOM via CANADA (EUROPE VIA SIBERIA)	Chiphing	Saturday, 24th, 5.00 P.M.
Swatow	Empress of India	Saturday, 24th, 5.00 P.M.
Samarang and Sourabaya	Hainan	Sunday, 25th, 9.00 A.M.
Swatow, Amoy and Foochow	Tientsin	Monday, 26th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Perito	Tuesday, 27th, 10.00 A.M.
Japan via Kolo	Japan	Printed Matter and Samples .....
Straits and India via Calcutta	Arroton Apac	Registration .....
Philippine Islands	Kaisong	Registration .....
Formosa via Keeling, Shanghai, North China, Japan via Moji, Victoria, E.C., and Sentile (Wash.)	Inubo, Maru	Registration .....
STRaits, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BRITISH ...	Saturday, 31st, Printed Matter and Samples .....	
(Late Letters 11.00 A.M. Extra postage 10 cents)	Registration .....	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Registration .....	10.15 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration .....	11.00 A.M.
The Parcel mail will be closed on Friday the 30th instant, at 5 p.m.	Letters .....	11.00 A.M.

### FORTHCOMING EVENTS

Monday, 26th August.—

9 P.M.—Bandmann Opera Co. at the Theatre Royal.—"The Mousine."

Friday, 30th August.—

Noon—Auction of Very Valuable Leasable Properties at Auction Rooms, by Messrs. Hughes & Hough.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

### OPIUM

—5/-

August 12th.

Quotations are—

Malva New .....

Malva Old .....

Malva Older .....

Malva V. Old .....

Persian fine quality .....

Persian extra fine .....

Patna New .....

Patna Old .....

Banaras New .....

Banaras Old .....

per chest

\$3,200-\$3,250 per picoul.

\$25,275-\$325 "

\$3,350-\$4,400 "

\$3,500-\$3,600 "

\$1,200 "

\$1,400 "

\$3,900 "

\$3,700 "

\$3,900 "

\$3,750 "

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